IN THE SPECIFICATION

BRIEF DESCRIPTION OF THE DRAWINGS

Please delete the entire section of the Brief Description of the Drawings, and substitute the following new section:

Figure 1 is a drawing to basically give location to all the innovative devices on standard internal combustion equipment with a high emphasis on the automotive fields.

Figure 2A is an electrical description for the first prototype of the standard pager activated remote control system. Control Hardware And Telecommunications (CHAT) box system.

Figure 2B shows the one-way and two-way PFN prototype categories.

Figure 2C is a general drawing showing the double wall construction of this technology.

Figure 2D is an illustration showing the remote monitoring and management of data functions.

Figure 3 is an exemplary list of the software control commands for the standard pager remote.

Figure 4 displays a typical motor revising relay circuit that is used in the prototypes to change motor polarity and direction.

Figure 5A-F illustrate, in detail, all the C.O.T.S. parts and their components, as well as the variation and augmentation that the invention does to the seat parts to utilize this mechanism to tension the brake system.

Figure 6A-B are drawings of the pedal stop accelerator device mounted and concealed under the carpet.

Figure 7A-F are drawings that show the prototypes used to interrupt cable.

Figures 8A-C show accelerator cable release systems.

Figure 9A displays a standard GM throttle assembly for fuel injection with a electromagnetic clutch disk system.

Figure 9B shows an air mixture solenoid in another isometric drawing that is controlled electrically by the invention during some slow down modalities.

Figure 9C is an isometric of the throttle assembly having a servo motor attached to its through shaft.

Figure 10A shows other modalities to release the cam from the through shaft to throttle down a power plant electro-mechanically and allow it to free wheel leaving the butterfly valve in the idle.

Figure 10B shows the latest throttle position sensor and this is one sensor that is interrupted by the unique trickster circuits to deceive the power train control module PCM if need be in certain circumstances.

Figures 11A-B show three locations for an additional butterfly valve or gate to control air flow into the engine.

Figures 12A-B deal with the latest standard power brakes on Chevrolet and Oldsmobile products.

Figures 13A-B show how the modulator valve looks, its motor pack, its drive system, and the standard physical hook up to the master cylinder above.

Figure 14A shows cross section another front wheel control with the piston all the way in the up position.

Figure 14C shows a dual assembly that controls both the rear brakes together.

Figure 14D shows a front wheel speed sensor.

Figure 14E shows a rear wheel speed sensor.

Figure 14F shows management of PFNs for other vehicles and machinery diesels.

Figures 15A-B deal with the fuel system and most especially in these drawings the standard fuel injection systems.

Figure 16A shows an injector rails for one type of system.

Figure 16B shows an injector in a cross section view.

Figure 16C shows a regulator that has been innovated to make it a dump valve as well to starve fuel from the power plant.

Figures 17A-B show the standard transmission switch with a cable link up for park function and the electrical connection for the switch.

Figures 18A-F show the standard rack and pinion GM steering with the innovate changes to automate the racks gear box by motorizing its rotation which is done through automated controls.

Figures 19A-D are more of the rack innovation and description.

Figures 20A-E show how the motorized system can be attached anywhere alone the steer shaft linkage and the many possible column mounts.

Figure 21 is an exploded view of the steering column out of a GM car to show the drive pulley on the steer shaft linkage and the column mount for the first prototypes.

Figure 22A-C detail the three major components to controlling engine timing for the spark and fuel in the GM cars.

Figures 23A-B show the cam shaft sensor location, and a crankshaft sensor.

Figures 24A-B and 25 illustrate trickster circuits.

Figure 25 illustrates a circuit used to activate the automated brake systems when the doors are opened.

Figure 26 illustrates a device for motorist who run out of fuel.

Figures 27-28 is a drawing of how the helping hand tow and train coupler will be placed on vehicles.

Figure 28 is a drawing of the hydraulic circuit that will run the helping hand pistons.

Figure 29 is a drawing of the electronic security seal.

Figure 30 is a drawing of the security sealed area for the PFN.

Figures 30A-C are drawings of the electronic security sealed containment.

Figures 30D-G are drawings of the cross section round or square rod for door seam security.

IN THE SPECIFICATION

Insert the following new text after Figure 30 on page 142 of the Specification:

Figures 30A-30C are a more in depth depiction of the invention. Its purpose is to advance understanding of the invention in figure 30, which depicts a hard metal or composite secure box employed to protect sensitive electronic RF and or processing and or memory storage equipment or electronic components and or devices. One of the most important attributes of the invention is to provide a security seal that physically denotes a legitimate entry vs. an unauthorized entry and is electronically controlled. This remains the main purpose of this invention. To be opened and resealed in the field by legitimate accesses so that the secure integrity of the unit can be determined for any resulting analysis (i.e. Government, court and or legal applications and or scientific analysis and or commercial use)

The PFN is taught in this specification as a protected Primary Focal Node (a remote control electronics interface package), responsible for processing and recording local event functions from robotics, preprogramming and remote control commands (to include confirmation of those command functions memory. Therefore, it is necessary for public safety, national security and a civil society to have pristine accountable records of such activities (i.e. joint control scenarios). This makes it necessary to insure that unauthorized activities / access to these processing centers dose not occur, and if it dose it can be recognizable physically as well as, electronically.

Figure 30A is the top view looking down on the containment. The dark black line is a strip of metal or wire 1026 presently imbedded in the access door and box frame groove or track. Shown here; it is surrounded by an appropriate application specific plastic or wax hardened into place and into the seal anchors SA, 1028, and stamped with an authorized party. The improper physical removal of this seal will be easily detectable to the eye, and the unauthorized electronic activation of the seal is prevented by the need for

a coded signal to the special Silicon Relay Control Switch circuit SR CS. If the proper code is used the command terminal ID and authorized personal ID is recorded in the PFN memory. Seal stamp and access signal must agree in control center records and in local memory records along with time date and GPS or fixed address data if applicable.

Figure 30B Depicts the access door of the secure box. The black enlarged line 1026 is the metal strip or wire encased in plastic and encircling the access door to complete a heating circuit when SRCS is activated. Once again SA is the Seal anchor wells and when the process is an installation or authorized resealing process the seal wells will be stamped with a predetermined authorized artisans / technicians ID stamp or mark. In addition the process can require the code for this activation of the SRCS and the technicians ESN ID electronic serial number, to be recorded in the local memory.

1037 is a mechanical lock and key arrangement with locking throw bars to the outside walls of the protective encasement. One modality provides the physical unlocking of the access door though the key and lock mechanism with a lock switch sensor/contact point to return analog resisted signal or digital signal to a processor capable of recognizing electronically the appropriate mechanical key simultaneously (similar to present resistor chip in some vehicle ignition systems and discussed further in this specification for the coyote circuits. The use of the key would both return the lock bolts to a home or open position and send the appropriate signal to the SRCS directly or to the PFN / any internal processor that would process the open request signal for a legitimate authorization (either preprogrammed / stored or verify from legitimate files an or provided by remote command and control). An approved access would result in the appropriate signal be delivered to the SRCS and sufficient current to liquefy the seal and release the access port in a specific manner from either the standard current supply or the emergency power supply stored with in the containment and detailed further in this specification.

1038 is the containment. In this depiction it is a box however, it is to be application specific in materials, shape, size, properties and characteristics. The most proper and

optimal configuration is per use, and is the guide for any specific configuration, all of which fall within the nature and scope of the invention to provide a secure access and detection system, to include any trade offs for economic, space and or concealment reasons. This is to include all the NEMA standard enclosure requirements FAA and any industry specific black box applications / specific designs and or standards, right down to general electronic packaging requiring secure or tamperproof sealing.

Figure 30C is a side and top cross sectional view of an electronics package secure containment wall structure. It provides a more complete three-dimensional perspective of this exemplary application of a reusable security seal, in this example a current to heat activated system. The circle in the corner of the security containment on the 1026 black metal heat seal is to indicate the cross section to the right and is an enlarged and internal view of the encasement perimeter groove, which is depicted as a V groove. But, could be milled or molded to be in any desired shape in the metal, plastic and or composite case or any material that is desired or developed in the future. Once again, the containment can be in any shape configuration or consistency to include a flexible form if this is desirable for the specific application. In the flexible or semi-flexible or even exemplary rigid form the seal might be melded into the contain structure and security stamped while in a malleable state, either during original construction or later or on a recurrent basis. The SRCS can and should be embedded wherever it can best be protected from being compromised by unauthorized access, either through jumping out the circuit or accessed to trip any circuit components or gate leads. In this exemplary modality and many others designs and applications; internal access and operational service leads would be directed internally, a consideration to take advantage of the protected electronics and maintain a secure signal activation capacity via the electronics inside the containment.

Figure 30D depicts further representation of either the flat metal strip or wire / rod versions of a conductive heating element surrounded by a liquefiable plastic or wax, any heat activation and or malleable seal substance or material, etc (i.e. to include any future products that can be affected via similar current application are considered inherited and

to fall within the nature and scope of this invention when used for such security applications and or to provide tamper detection and reusable sealing (e.g. memory metals has been contemplated and discussed in this divisional application earlier)). In the round or flat or square configuration FIG 30D & E, manufacturing of the sealing circuit may be achieved by a die and extruding process where the metal and SRCS components are inserted into the center of the desired plastic or sealant material feed in a preheated condition and pre shaped during one phase of production. The view in 30D would be an end view of the result and 30E would be a flat or front view of the result. Other coating techniques of the heating element and control circuit SRCS during manufacturing have been contemplated such covering the components with the plastic or heat malleable sealant in place and then activate the circuit to form the original factory access seal. This final process would be the same for the extruded version as well however many other methods are contemplated and any industry practice for such operations is considered to fall with in the nature and scope of the invention.

Figure 30E is a front view of the embedded metal heating element and SRCS 1025 signal identifying current control switch. These chipset silicon relay switches are proprietary "Coyote circuits patented in the original application before this divisional and are described in this divisional application and other related applications and proprietary patents as well.

Figures 30F and 30G depict the metal strip or heating element as part of the package wall verses a malleable and or adherent component sealing up other material surfaces that make up the wall structure and access door of an electronic package. In these Figures F the end or side view and Figure G the front or face view of an integrated package provide the electronic reusable seal as a molded part of the original construction to be activated later by an authorized user with the appropriate code and electronic serial number identification ESN ID. This may or may not be visible to the outside, however it probably shouldn't be, as the proper signal may well be delivered by radio frequency and triggered from the processor inside the package to deliver the appropriate current to the

heat circuit from a emergency power source inside the package as well. Another modality may provide for a local port to directly connect power and or correct security signal to the heat seal circuit from outside the package locally. In any case any applications to activate the sealing process from simple to complex for the varied uses and applications of this secure package system to access are contemplated and considered to fall within the nature and scope of the invention when utilized for said purpose. The most obvious manufacturing technique would be to mold the seal and current control products SRCS as part of the encasement at the time of manufacturing with the service leads directed to the internal electronics components for those electronic devices that need to have this type of electronic controlled security access. Other security access applications would provide for an external service port on the package to deliver coded signal and current (standard industry multipin connections have been taught in this application and related applications and prior patents).

Let it be understood this invention of heat sealing modalities is not intended as a secure seal per say; it is intended as a detectable security seal to make difficult to access the package first and second, disclose or make obvious physically any access to the internal components or package integrity. This heat seal invention is meant as a bonded seal system for legal and scientific analysis standards for local and critical communication routing remote control and automated processing and memory storage units for shared controls.